

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

ORDER NO. 3938

IN THE MATTER OF:

Served May 13, 1992

Investigation of INTERSTATE )  
TAXICAB RATES for Service within )  
the Metropolitan District and )  
Related Matters )

Case No. MP-92-07

SUMMARY

For District of Columbia taxicabs operated in interstate service within the Metropolitan District, the effect of this decision is to:

1. increase the initial charge from \$2 for the first mile to \$2 for the first 1/2 mile; and
2. increase the charge for each additional 1/2 mile from 60¢ to 70¢.

For taxicabs of Washington-Dulles Transportation, Ltd., the effect of this decision is to:

1. increase the initial charge from \$1 for the first 1/6 mile to \$1.50 for the first 1/7 mile; and
2. increase the charge for subsequent mileage from 20¢ for each additional 1/6 mile to 20¢ for each additional 1/7 mile.

Effective date: Monday, June 1, 1992, at 4:00 a.m.

Background

By Order No. 3910, served March 25, 1992, and incorporated herein by reference, the Commission, on its own initiative, instituted the above-captioned investigation to determine what, if any, changes should be made with regard to the rates, charges, regulations, and minimum insurance requirements for taxicabs providing interstate transportation within the Metropolitan District. In connection with this investigation, the Commission directed its Staff to file a report and analysis no later than Tuesday, April 21, 1992. In addition, the Commission provided an opportunity for the filing of written proposals and justifications no later than Tuesday, April 21, 1992. Notice of the investigation was published in a newspaper of general circulation in the Metropolitan District as directed by Order No. 3910. On April 20, 1992, the "D.C. & MD. Taxi Drivers Association, Inc." (the Association) filed a letter. On April 21, 1992, the Commission's Staff filed its report.

The Association

The Association requests "both a fare increase and a surcharge for rush hour service." The Association offers no suggestion either as to the amount of the increase or the amount of surcharge. With

regard to the fare increase, the Association asserts that the District of Columbia "lags behind" Virginia and Maryland. As for the rush hour surcharge, the Association correctly notes that the existing rush hour surcharge prescribed for District of Columbia taxicabs applies "only during the afternoon rush and only for trips originating from the District." Because the Association's letter does not specifically say as much, it is left to the reader to infer that the Association seeks a morning rush hour surcharge in an unspecified amount.

### The Staff Report

The Staff report is a spare three pages. It contains six tables which are useful enough to warrant inclusion of the entire report as Appendix A to this order. By doing so we can refer to the data without having to reproduce it in the body of this order.

### Discussion and Conclusions

The Association's request, as we interpret it, seeks an unquantified increase in the interstate mileage rate for District of Columbia taxicabs. The result of this order is to increase that rate. In addition, as we have inferred, the Association seeks an unspecified morning rush hour surcharge for interstate taxicab service in District of Columbia taxicabs. This request is denied for reasons discussed later in this order.

Based upon its analysis of the data presented in its report -- with emphasis on its Table E -- Staff recommends a first-mile rate in the range of \$2.60 to \$2.80, a subsequent-mile rate of \$1.40, and no change in the uniform extra passenger charge.

Staff's Table A shows the existing authorized rates for metered taxicabs providing intrastate and interstate service within the Metropolitan District. After converting these fractional rates to whole miles in Table C, Staff then calculated the mean (arithmetic average), median (middle value), and mode (most frequently occurring value) in Table E. Table E shows the ranges of these statistical values to be:

\$2.58 to \$2.80 for the first mile;  
\$1.36 to \$1.40 for each additional mile; and  
\$1.00 to \$1.05 for each extra passenger<sup>1</sup>

With regard to the first mile calculations, we note that the range of the statistical measures employed (\$2.58 to \$2.80) is much narrower than the actual range of data, excluding WMATC-prescribed rates, shown on Table C (\$2.20 to \$2.80). This shows that the actual rates are dominated by elements in the upper portion of the range. The Commission concludes that a first-mile rate of \$2.70 is appropriate. It is near the midpoint of the statistical range and is the median of the actual range.

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<sup>1</sup>For the extra passenger calculation Staff has disregarded, for the sake of expedience, the significantly differing applicability provisions summarized in Table A of its report.

As for subsequent miles, the range of statistical measures is \$1.36 to \$1.40. This very narrow range reflects the fact that four of the five jurisdictions shown on Table A have a \$1.40 subsequent mile rate, while one jurisdiction has a \$1.20 rate. As a result, both the median and mode are \$1.40. The Commission concludes that a subsequent mile rate of \$1.40 is appropriate.

Similarly, the extra passenger charge is \$1 in four of the five jurisdictions shown on Table A. The fifth is \$1.25. The Commission believes that on the subject of the extra passenger charge, the Staff report could have included in its calculations the intra-District of Columbia extra passenger charge, which is \$1.25. Thus, excluding WMATC-prescribed rates, we reconstruct the extra passenger columns of Tables C and E as follows:

<u>JURISDICTION</u>	<u>EXTRA PAX</u>
ALEXANDRIA	\$1.25
DISTRICT OF COLUMBIA	1.25
FAIRFAX	1.00
ARLINGTON	1.00
PRINCE GEORGE'S	1.00
MONTGOMERY	1.00
MEAN	1.08
MEDIAN	1.00
MODE	1.00

The result is that the mean value alone increased by just 3¢ over Staff's calculation. The Commission finds that no change in the uniform interstate extra passenger charge of \$1 is warranted.

With the exceptions we have historically found necessary and appropriate to interstate rates, we shall adopt the incidental charges currently prescribed by the District of Columbia Taxicab Commission to be applicable to interstate taxicab service in District of Columbia taxicabs. As we have done in the past, we shall also adopt the same incidental charges for interstate taxicab service by Washington-Dulles Transportation, Ltd. (WDT), except for modifications necessitated by the nature of WDT's operations and the fact that WDT employs taximeters.

Given the fact that there are a half-dozen taxicab rate setting jurisdictions within the Metropolitan District, it is our objective to maintain interstate rates at a level of comparability and compatibility that will produce maximum achievable uniformity with the least disruption to locally implemented rate schemes. Within unavoidable limitations, we try to assure that an interstate passenger's fare varies as little as possible between the same two points and to eliminate wide fluctuations in fares based only on the direction of travel.

The Commission defined its philosophy of taxicab ratemaking in Order No. 1500, served February 13, 1976, and has found it useful to restate it in subsequent rate orders:

The Commission has never believed it should lead the way in setting taxicab rates. Each of the local rate

setting jurisdictions is especially familiar with the requirements of both the users and providers of taxicab service in the local market. Each carefully establishes its rates through appropriate proceedings. Where practicable, the Commission simply adopts these local rates as the interstate rates. This practice has been followed since our Order No. 67, served October 9, 1961. [Footnote omitted.]

\* \* \*

We further believe that the essential element in our determination of the appropriate rate structure should be comparability with prevailing local rates. We believe that revenues and expenses are given adequate consideration at the local level by authorities more acutely in tune with sub-regional conditions and requirements. From a regulatory point of view, an effort should be made to neither unduly restrain nor enhance the rate scheme which the local jurisdiction has determined to be appropriate. In addition, the Compact requires the establishment of fares which are just, reasonable, and not unduly preferential or unduly discriminatory either between riders or sections of the Metropolitan District. Therefore, we shall prescribe interstate rates for District of Columbia taxicabs on a mileage basis in an effort to establish fares which will be comparable to the local and interstate fare[s] resulting from rates prescribed by the local jurisdictions.

Based upon all the foregoing considerations, we find that the current interstate taxicab rates for taxicabs licensed and regulated by the District of Columbia are neither appropriate nor comparable to such rates for similar taxicab service in other local jurisdictions. We further find that the rates set forth in Appendix B to this decision are just, reasonable, appropriate, and comparable. The effect is to adopt the following fare structure:

\$2	First 1/2 mile or fraction
70¢	Each additional 1/2 mile or fraction

We continue to be convinced that larger increments are important to facilitate computations from the odometer. The rates prescribed herein represent the median value of rates for similar service in the Metropolitan District and are somewhat higher than the unweighted average.

We shall also retain the \$1 surcharge per trip for service originating in the District of Columbia between 4 p.m. and 6:30 p.m., Monday through Friday, except holidays. As we said when we first adopted this surcharge in 1985:

Such a surcharge would compensate the driver for the extra time consumed, particularly in view of the fact that any interstate taxicab trip originating in the District of Columbia during the p.m. rush must necessarily be going in the direction of heaviest

traffic flow. This also supports the proposition that such a surcharge should not be applied during the a.m. rush, because an interstate trip originating in the District of Columbia would then be counter-flow. [Order No. 2719, served June 17, 1985, Case No. MP-85-07, at p. 12.]

With regard to WDT, we find that its interstate rates should be the same as those prescribed for District of Columbia taxicabs as adapted to WDT's operating circumstances and use of taximeters as discussed earlier. We find that the rates set forth in Appendix C to this decision are just, reasonable, appropriate, and comparable. These rates are adapted for use on taximeters as follows:

\$1.50 First 1/7 mile or fraction  
20¢ Each additional 1/7 mile or fraction

Concerning so-called "gypsy" taxicab operations -- unlawful taxicab service not authorized by any local licensing jurisdiction -- we have found it useful in the past to prescribe an interstate rate as an enforcement mechanism in the event such operations should occur as, indeed, they have in the past. This concept is apparent through our Order No. 1295, served December 28, 1973; Order No. 1502, served February 13, 1976; Order No. 1984, served April 19, 1979; Order No. 2215, served April 13, 1981; Order No. 2336, served May 7, 1982; Order No. 2719, served June 17, 1985, and Order No. 3058, served August 17, 1987. We find that these rates should be the same as those prescribed herein for District of Columbia taxicabs, and they are set forth in Appendix D to this decision.

Consistent with our past practice, we find that the minimum insurance requirements for interstate taxicab service in District of Columbia taxicabs, WDT taxicabs, and "gypsy" taxicabs should be the same as required by the District of Columbia for its taxicabs. The minimum insurance requirements for interstate taxicab service in taxicabs licensed by other jurisdictions in the Metropolitan District are the same as those required by the licensing jurisdiction.

Finally, we specifically note that in over 30 years of regulating interstate taxicab rates in the Metropolitan District this Commission has consistently rejected the idea of "snow emergency rates." In Order No. 2067, served December 6, 1979, the Commission first included a definite negative provision concerning snow emergency rates to establish its position beyond question. This issue was later discussed in Order No. 2334, served May 7, 1982, to the same end. We reiterate and adhere to that position here.

THEREFORE, IT IS ORDERED:

1. That the investigation in Case No. MP-92-07 instituted by Order No. 3910, served March 25, 1992, is hereby concluded.

2. That the rates and charges for transportation of passengers in interstate service between points within the Metropolitan District in taxicabs licensed and regulated by the District of Columbia are hereby prescribed as set forth in Appendix B to this order, effective 4 a.m., Monday, June 1, 1992.

3. That the rates and charges for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs of Washington-Dulles Transportation, Ltd., are hereby prescribed as set forth in Appendix C to this order, to be implemented on the taximeters of Washington-Dulles Transportation, Ltd., within 30 days after Monday, June 1, 1992.

4. That Washington-Dulles Transportation, Ltd., shall file with the Commission, within 30 days from the date of this order, a Report of Compliance as required by Commission Rule No. 28.

5. That the rates and charges for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs which are not licensed and regulated by one of the local jurisdictions within the Metropolitan District, or for which taxicab rates have not already been specifically established by this Commission, are hereby prescribed as set forth in Appendix D to this order, effective 4 a.m., Monday, June 1, 1992.

6. That the minimum insurance requirements for operations to which Appendices B, C, and D pertain shall be the same as those required by the District of Columbia for its taxicabs.


7. That the extra passenger charge for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs licensed and regulated by any of the local jurisdictions within the Metropolitan District shall continue to be:

\$1.00 Each additional passenger in a pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party).

8. That the rates and charges for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs licensed and regulated by one of the local jurisdictions in the Metropolitan District, and to which Appendices B, C, or D do not pertain, shall be the same as the rates and charges prescribed by the jurisdiction in which such taxicab is licensed, except as otherwise provided herein.

9. That the minimum insurance requirements for interstate operations of taxicabs described in the preceding paragraph shall be the same as the requirements of the jurisdiction in which such taxicab is licensed.

BY DIRECTION OF THE COMMISSION; COMMISSIONERS DAVENPORT, SCHIFTER, AND SHANNON:

  
William H. McGilvery  
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

STAFF REPORT

IN THE MATTER OF:

Filed April 21, 1992

Investigation of INTERSTATE )  
TAXICAB RATES for Service within )  
the Metropolitan District and )  
Related Matters )

Case No. MP-92-07

By Order No. 3910, served March 25, 1992, the Commission instituted the above-captioned investigation to determine what, if any, changes should be made with regard to the rates, charges, regulations, and minimum insurance requirements for taxicabs providing interstate transportation within the Metropolitan District. In connection with this investigation, the Commission directed Staff to file a report and analysis no later than Tuesday, April 21, 1992.

Staff has reviewed the existing authorized rates for metered taxicabs providing intrastate and interstate taxicab service within the Metropolitan District. These rates are summarized below by licensing jurisdiction.

TABLE A

<u>JURISDICTION</u>	<u>INITIAL CHARGE</u>	<u>SUBSEQUENT</u>	<u>EXTRA PAX</u>	<u>WAITING</u>
ALEXANDRIA	\$1.40 drop only	20¢ ea. 1/7 mi.	\$1.25 ea. 2 yrs. or older	20¢ ea. 48 sec. \$15/hr.
ARLINGTON	\$1.50 1st 1/7 mi.	20¢ ea. 1/7 mi.	\$1 ea. over 6 years	20¢ ea. 51 sec. \$14.12/hr
FAIRFAX	\$1.60 1st 1/7 mi.	20¢ ea. 1/7 mi.	\$1 ea. over 11 years	20¢ ea. 51 sec. \$14.12/hr.
MONTGOMERY	\$1.20 1st 1/6 mi.	20¢ ea. 1/6 mi.	\$1 ea. 65/older free	\$15/hr. under 11 m.p.h.
PRINCE GEORGE'S	\$1.20 1st 1/7 mi.	20¢ ea. 1/7 mi.	\$1 ea. 1 free under 6, Srs.(60)& Attendants free	20¢ ea. 60 sec. under 12 m.p.h. \$12/hr.

NOTE: For all interstate taxicab service within the Metropolitan District the Commission prescribes the following uniform extra passenger charge:  
\$1.00 Each additional passenger in a pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party).

The existing interstate rates for District of Columbia taxicabs are prescribed by the Commission on the basis of odometer mileage. The existing interstate taxicab rates for Washington-Dulles Transportation, Ltd. (WDT) -- the taxicab concessionaire at Dulles Airport -- are prescribed by the Commission on a taximeter basis. These rates are summarized below.

TABLE B

<u>JURISDICTION</u>	<u>INITIAL CHARGE</u>	<u>SUBSEQUENT</u>	<u>EXTRA PAX</u>	<u>WAITING</u>
DISTRICT OF COLUMBIA	\$2 1st mi.	60¢ ea. 1/2 mi.	\$1 ea. 1 free under 6 w/ 16 yr. old	75¢ ea. 5 min. \$9/hr.
WDT	\$1 1st 1/6 mi.	20¢ ea. 1/6 mi.	\$1 ea. 1 free under 6 w/ 16 yr. old	20¢ ea. 80 sec. \$9/hr.

To facilitate comparison, the rates in TABLES A and B have been converted to charges for the first mile and for each subsequent mile. The extra passenger charge is also listed without regard to various applicability provisions. The table is arranged in descending magnitude.

TABLE C

<u>JURISDICTION</u>	<u>FIRST MILE</u>	<u>ADD'L MILE</u>	<u>EXTRA PAX</u>
ALEXANDRIA	\$2.80	\$1.40	\$1.25
FAIRFAX	2.80	1.40	1.00
ARLINGTON	2.70	1.40	1.00
PRINCE GEORGE'S	2.40	1.40	1.00
MONTGOMERY	2.20	1.20	1.00
DISTRICT OF COLUMBIA	2.00	1.20	1.00
WDT	2.00	1.20	1.00

In the table below, existing interstate taxicab rates have been converted to single-passenger fares for trips of 5, 10, and 15 miles.

TABLE D

<u>JURISDICTION</u>	<u>5 MILES</u>	<u>10 MILES</u>	<u>15 MILES</u>
ALEXANDRIA	\$8.40	\$15.40	\$22.40
FAIRFAX	8.40	15.40	22.40
ARLINGTON	8.30	15.30	22.30
PRINCE GEORGE'S	8.00	15.00	22.00
MONTGOMERY	7.00	13.00	19.00
DISTRICT OF COLUMBIA	6.80	12.80	18.80
WDT	6.80	12.80	18.80



To help assess the comparability of Commission-prescribed mileage rates, the following table shows the mean (arithmetic average), median (middle value), and mode (most frequently occurring value) for the first five jurisdictions listed on TABLE C, as well as Commission-prescribed rates.

TABLE E

	<u>FIRST MILE</u>	<u>ADD'L MILE</u>	<u>EXTRA PAX</u>
MEAN	\$2.58	\$1.36	\$1.05
MEDIAN	2.70	1.40	1.00
MODE	2.80	1.40	1.00
WMATC	2.00	1.20	1.00

To help assess the comparability of Commission-prescribed single-passenger fares resulting from mileage rates, the following table shows the mean, median, and mode for the first five jurisdiction listed on TABLE D, together with Commission-prescribed single-passenger fares.

TABLE F

	<u>5 MILES</u>	<u>10 MILES</u>	<u>15 MILES</u>
MEAN	\$8.02	\$14.82	\$21.62
MEDIAN	8.30	15.30	22.30
MODE	8.40	15.40	22.40
WMATC	6.80	12.80	18.80

It appears that the going rate for mileage-based taxicab service in the Washington Metropolitan District is generally higher than the interstate rates prescribed by the Commission. Accordingly, Staff recommends that the Commission increase its prescribed interstate rates to a level within the range shown on Table A of this report. Further, based on the analysis presented in Table E of this report, Staff recommends that a converted first-mile rate in the range of \$2.60 to \$2.80 appears appropriate, and a converted subsequent mile rate of \$1.40 appears appropriate. Finally, based on the analyses presented in Tables A and C, it does not appear that a change in the Commission-prescribed uniform extra passenger charge is warranted at this time.

INTERSTATE TAXICAB RATES  
FOR TAXICAB SERVICE WITHIN THE  
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT  
(in taxicabs licensed and regulated by the District of Columbia)

- \$2.00 First 1/2 mile or part thereof
- .70 Each additional 1/2 mile or part thereof
- 1.00 Each additional passenger in pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party)

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of 15¢ for each such piece. Briefcases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similar large articles shall be charged for at the rate of \$1.25 each. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 32 inches by 18 inches by 9 inches or 3 cubic feet, respectively.

The charge for personal service shall be 65¢;<sup>1</sup> taxicab service in response to a telephone call, \$1.50 in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, \$1.50 in addition to the charge for responding; waiting time,<sup>2</sup> 75¢ for each 5 minutes or fraction thereof.

There shall be a surcharge of \$1.00 per trip commencing between 4 p.m. and 6:30 p.m., Monday through Friday, except holidays, for service originating in the District of Columbia.

There shall be no additional charge for service during snow emergency period.

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<sup>1</sup>A personal service is defined as any service requested by a passenger which requires the taxicab driver to leave the vicinity of the taxicab.

<sup>2</sup>Waiting time shall include time consumed while taxicab is waiting and available to the passenger beginning 5 minutes after the time of arrival at the place to which it has been called. No charge shall be made for premature response to a call.

INTERSTATE TAXICAB RATES  
FOR TAXICAB SERVICE PROVIDED BY  
WASHINGTON-DULLES TRANSPORTATION, LTD.  
WITHIN THE WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT

- \$1.50 First 1/7 mile or fraction
- .20 Each additional 1/7 mile or fraction
- .20 Each one minute twenty seconds waiting time (\$9.00 an hour)
- 1.00 Each additional passenger in pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party)

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of 15¢ for each such piece. Briefcases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similar large articles shall be charged for at the rate of \$1.25 each. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 32 inches by 18 inches by 9 inches or 3 cubic feet, respectively.

The charge for personal service shall be 65¢. A personal service is defined as any service requested by a passenger which requires the taxicab driver to leave the vicinity of the taxicab.

There shall be no additional charge for service during traffic rush hours or snow emergency periods.

INTERSTATE TAXICAB RATES  
FOR TAXICAB SERVICE WITHIN THE  
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT  
(in taxicabs not licensed and regulated by any jurisdiction or  
political subdivision located within the Metropolitan District or for  
which taxicab rates have not been specifically established by WMATC)

- \$2.00 First 1/2 mile or part thereof
- .70 Each additional 1/2 mile or part thereof
- 1.00 Each additional passenger in pre-formed party (provided,  
however, that one child five (5) years of age or younger  
shall be transported without charge for each individual  
of at least sixteen (16) years of age in a pre-formed  
party)

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of 15¢ for each such piece. Briefcases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similar large articles shall be charged for at the rate of \$1.25 each. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 32 inches by 18 inches by 9 inches or 3 cubic feet, respectively.

The charge for personal service shall be 65¢;<sup>1</sup> taxicab service in response to a telephone call, \$1.50 in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, \$1.50 in addition to the charge for responding; waiting time,<sup>2</sup> 75¢ for each 5 minutes or fraction thereof.

There shall be a surcharge of \$1.00 per trip commencing between 4 p.m. and 6:30 p.m., Monday through Friday, except holidays, for service originating in the District of Columbia.

There shall be no additional charge for service during snow emergency period.

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<sup>1</sup>A personal service is defined as any service requested by a passenger which requires the taxicab driver to leave the vicinity of the taxicab.

<sup>2</sup>Waiting time shall include time consumed while taxicab is waiting and available to the passenger beginning 5 minutes after the time of arrival at the place to which it has been called. No charge shall be made for premature response to a call.